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Vice President and
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Mine File
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**Utah Fuel
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Subsidiary of
Coastal States
Energy Company

July 31, 1985

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DIVISION OF OIL
& MINING

Mr. Lowell P. Braxton
Mined Land Reclamation Administrator
DIVISION OF OIL, GAS & MINING
355 West North Temple
3 Triad Center, Suite 350
Salt Lake City, Utah 84180-1203

Re: Bonding and Permit Area at Train Loadout

Dear Mr. Braxton:

As we begin to enter the operational mode with our train loadout facility, we have overviewed the area and feel that it would be prudent to change our bonding and permit area.

In our planning and earlier submittals, we have bonded and permitted the train loadout facility building plus a small drainage area around it. As shown on Map 3-44, there is a road leading onto and off of the railroad trackage. This road will be used by coal trucks to test the railroad loading scales and, if the need arises, to load trucks for coal shipment. Although it is anticipated that this road will seldom be used, we want to include it in our permitted area and the area between the road and the loadout building. This additional area involves approximately .2 acres. We have excess bonding due to a reduction in bonding acreage as a result of the UDOT road. There is more than adequate excess bonding to cover this increase in acreage.

This additional .2 acres will not drain to the sedimentation pond. Therefore, we would like to apply for this area to be an exempt area. The exempt area is divided into two parcels as shown on Map 3-44.

The southern parcel contains approximately 4,675 sq. ft. and will slope on an approximate 2% grade westerly draining into the UDOT drainage ditch. Water from "off site" areas will be prevented from entering the permitted area since the entrance road would be approximately one foot higher and would direct water from the railroad and highway right-of-way into the UDOT drainage ditch. Precipitation from a 24-hour, 10 year rainstorm is expected to be 2.45 inches. After infiltration, surface run-off from a storm of this intensity should be 1.50 inches based on

Mr. Lowell P. Braxton
July 31, 1985
Page two

the assumption that the hard surface will be similar to gravel and dirt roads with SCS run-off curve number of about 90. The total run-off from this 24-hour, 10 year storm is estimated as 1.50 inches x 4,675 sq. ft. = 48 cu. ft. or .0011 acre feet. We would minimize the sediment movement by: (1) installing a silt fence along the edge of the UDOT drainage ditch where drainage would leave the permitted area and (2) covering the entire area with a minimum of 3" of washed rock material. We feel that this material would reduce sediment movement to an absolute minimum. Sediment moving through the ballast material would be trapped by the sediment fence.

The northern parcel contains approximately 4,075 sq. ft. and also slopes on an approximate 2% grade westerly into the drainage ditch. Railroad trackage will prevent "off site" water from entering this area. Run-off calculation estimates are the same as the southern parcel with total run-off from a 24-hour, 10 year storm being estimated as 1.50 inches x 4,075 = 42 cu. ft. or .00096 acre feet. We would minimize sediment movement by: (1) covering this area with a minimum of 3" of clean washed rock and (2) directing any run-off from the area into a catch basin. This catch basin is already in place and is constructed with the outlet made of a silt fence backed by strawbales.

Sometime in the future, if the opportunity presents itself, we may pave the road access onto and off of the railroad trackage.

We have shown these proposed changes on Map 3-44 and have enclosed six copies for your review.

If you need additional information, please let us know.

Sincerely,



Glen A. Zumwalt
Vice President & General Manager

GAZ:KZ:jsg

Enclosure